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285

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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~~C O N F I D E N T I A L~~

COUNTRY	Poland	REPORT NO.		50X1
SUBJECT	Railroad Stations in Pszczyna and Dziedzice	DATE DISTR.	25 October 1955	
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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REPORT NO.

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COUNTRY Poland

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THIS IS UNEVALUATED INFORMATION

SOURCE

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1. See page 6, an overlay on GSGS 4416, Sheet T-13, 1:100 000, Rybnik, on which source identified the following points:

1. Double Track Railroad - Passenger trains about every three hours in each direction, and two fast trains to and from Prague every 24 hours. Freight trains about every 25 minutes in each direction. Source stated that the freight traffic using this line was export traffic to Czechoslovakia.
2. Single Track Railroad - Constructed in 1940-1941. This railroad line was constructed to make it possible for trains going west to avoid the Dziedzice railroad station.
3. Stalinogrod-Bielsko Double Track Railroad - Passenger trains about every hour in each direction, freight trains about every 15 minutes in each direction.
4. Highway - Constructed in 1937; asphalt, eight meters wide, good condition, light traffic. This highway was built in order to make it possible for the Stalinogrod-Bielsko through-traffic to avoid the town of Pszczyna.
5. Railroad Station in Pszczyna (N49-58, E18-57).

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6. Stalinogrod-Bielsko Highway.
 7. Dziedzice (N49-55, E19-01) Railroad Station.
2. See page 7, source's memory sketch of the railroad station in Pszczyna on which he identified the following points:
1. Pszczyńska River - About five meters wide.
 2. Slaughter House - Several buildings. No further information.
 3. State Gas Works Area - Several buildings. No further information.
 4. Gas Tank - Steel construction. Diameter about 10m. Source stated that the dimensions and construction were of the standard type.
 5. Cwiklicka Highway - Partly cobblestone, partly gravel, eight meters wide, heavy traffic.
 6. Main North Side Switch Control Tower - Constructed about 1949; two-story brick construction, 8mx4m, flat roof covered with tarpaper. There were always two or three men on duty. Source believed all controls to be electrically operated because of an article in a newspaper and hearsay information which stated that the Stalinogrod-Bielsko railroad line was to be electrified by 1960. The railroad station in Stalinogrod was also to be transferred to another point.
 7. Cobblestone Road - Led to the rail freight shipping office and storehouse, point 10, this para; six meters wide.
 8. Main Railroad Yard - Mixed passenger and freight relay arrangement. There were seven tracks west of the road, point 7, and one track east of the same road. The two tracks, one east and one west of the platform, point 23, were the main tracks. All the others were general purpose tracks with very light traffic. The through-traffic on the main tracks consisted of the following trains: One passenger train every 1 1/2 hour in each direction between 0500 hours and 2200 hours. One passenger train every three hours in each direction between 2200 hours and 0500 hours. One freight train every 15 minutes in each direction between 0500 hours and 2200 hours. One freight train every 25 minutes in each direction between 2200 hours and 0500 hours. Generally, the passenger trains were going from Stalinogrod to Bielsko, except for two trains every 24 hours which went from Stalinogrod to Pszczyna. The passenger trains had from 9 to 12 cars. They were all two-axle cars. Interior-finished, two-axle freight cars were also utilized for passenger transportation in the summer. Source stated that 60% of the freight trains going south through this station carried export goods to Czechoslovakia through Zborydowice (N49-53, E18-37). The other 40% went to Bielsko and further south. The average number of cars in a transport was 45. About 95% of the freight cars passing this station were two-axle cars and about 5% were four-axle cars. About 70% of the freight trains going through Pszczyna to Czechoslovakia and Bielsko were gondola transports carrying coal. One out of about six freight trains carried 10 to 15 tank cars in its transport. Source was not sure of the content of the tank cars, but believed it to be oil, because most of the cars carried plates on the side of the car with the inscription: "Vacuum Oil Company." About 55% of the tank cars were two-axle cars and about 45% four-axle

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-4-

50X1

cars. Tank cars were never included in coal transports. About 8% of the freight trains going south carried lumber, the rest of the trains had boxcars, the contents of which source did not know. Source believed he saw some heavy equipment transports, but he saw them very seldom; the equipment was covered with canvas. About 70% of the freight trains going north were empty gondola transports. About 25% of the trains were boxcars and tank car transports whose content source could not state. The rest of the freight trains going north were carrying large and small logs. Source believed that the smaller logs were utilized for supports in mines.

9. Steel Passenger Ramp over Two Tracks - Five meters high.
10. Freight Shipping Office and Storehouse - Single-story brick construction, 30x7x5m, gable type roof covered with tarpaper. There was a ramp for loading and unloading purposes on the western side of the building that ran the whole length of the building and extended 30m further to the south. The width of the ramp was two meters in front of the building, and four meters at the extension part. The height of the ramp was one meter.
11. Storehouse - Under construction. Single-story, brick construction, 6mx3m, gable roof covered with tile. There was a ramp in front of the building.
12. Railroad Crossing Signal Shack - Single-story brick construction, 10mx5m, low gable roof covered with tarpaper. One of the guards lived there with his family.
13. Highway - Asphalt, poor condition, seven meters wide, very light traffic.
14. Main South Side Switch Control Tower - Constructed about 1949. Two-story brick construction, 8mx4m, flat roof. For further information see point 6, this para.
15. Concrete Wall Coal Dump - 10mx3m. The height of one of the long sides was two meters and the height of the opposite one was one meter.
16. Turntable.
17. Locomotive Servicing Shop - Single-story, brick construction, 13mx7mx6m, gable roof covered with tarpaper. There were two tracks leading into the shop. There was space for only two locomotives in the shop. Source stated that he did not remember having seen any locomotives there.
18. Exit from Station - Had a small shack for the ticket controller.
19. Fence and Area of the Boleslaw Chrobrego Gymnasium (Gimnazjum Panstwowe im. Boleslaw Chrobrego w Pleszynie).
20. Main High School Building - Four-story, "E"-shaped brick construction, 65mx9m. The two side wings were 15mx8m, and the center wing 23mx17m; gable roof covered with tile.
21. High School Athletic Gymnasium - Single-story brick construction, 25mx12mx11m, gable roof covered with tile.

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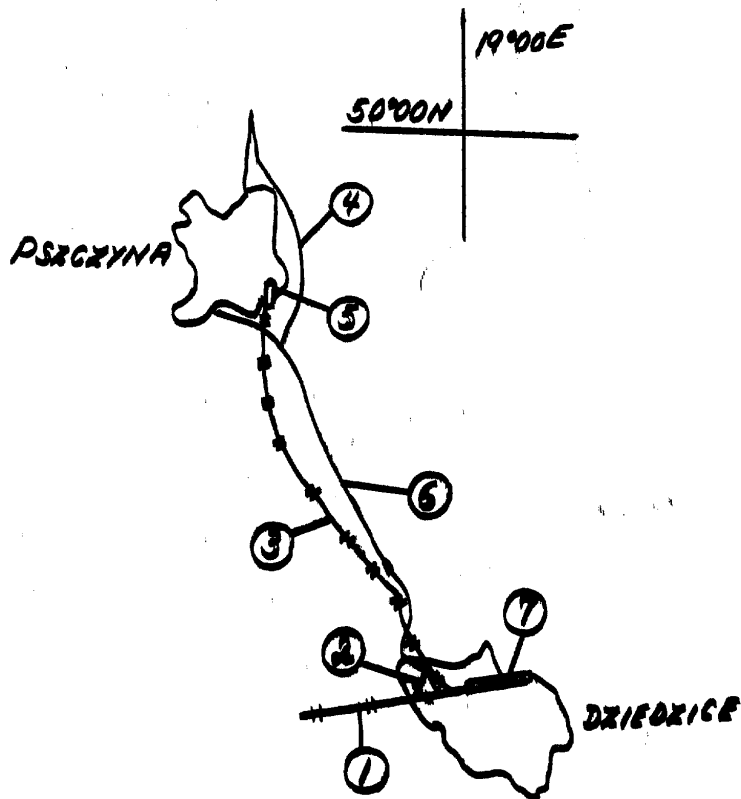
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22. Main Railroad Station Building - Three-story brick construction, 35mx10m, flat roof. All offices and waiting rooms were located on the first floor of the building. The other two floors were occupied by living quarters.
23. Passenger Platform - Concrete, 130mx4m.
24. Street - Cobblestone, 10m wide. Name unknown. No vehicular traffic. There were trees on both sides of the street.
25. Street - Cobblestone, six meters wide. Name unknown. Light traffic.
26. Railroad Crossing Signal Shack - Constructed in 1952, single-story brick construction, 3.5mx3m, flat roof covered with tarpaper.
27. Concrete Bridge over Paszozynka River - Constructed in 1950-1951, construction unknown. The dimensions of the bridge were 12mx9m. North of the bridge were two semaphores.
28. Street - Cobblestone, eight meters wide, name unknown. Moderate traffic.
29. Area of Paszozynski Park.
3. See page 8, source's memory sketch of the railroad station in Oseehowice Miasto, formerly Driedwie, on which source identified the following points:
1. Switch Control Tower - Two-story brick construction, 10mx4m, gable roof covered with tile.
 2. Street - Name unknown, gravel, five meters wide, light traffic.
 3. Roundhouse and Turntable - Dimensions unknown, low gable roof covered with tarpaper. Source stated that there was always a great number of locomotives in front of the roundhouse.
 4. Concrete Coal Dump - Thirty meters long.
 5. Classification Yard - There were about 20 sets of tracks. The main tracks were tracks number 2 and 3, counting from the south. Source did not know the form of the track ending blocks on the west side of the station. He stated that there was heavy freight traffic at all times. On the average, there were five freight trains standing or being shunted. The trains carried coal, oil, or general merchandise. Their destinations were unknown to source.
 6. Post Office - Two-story brick construction, 15mx10m, low gable roof covered with tarpaper.
 7. Railroad Station - Two-story brick construction, 40mx12m, low gable roof covered with tarpaper.
 8. Main Business Street - Name unknown, asphalt, poor condition, 15m wide, light traffic.

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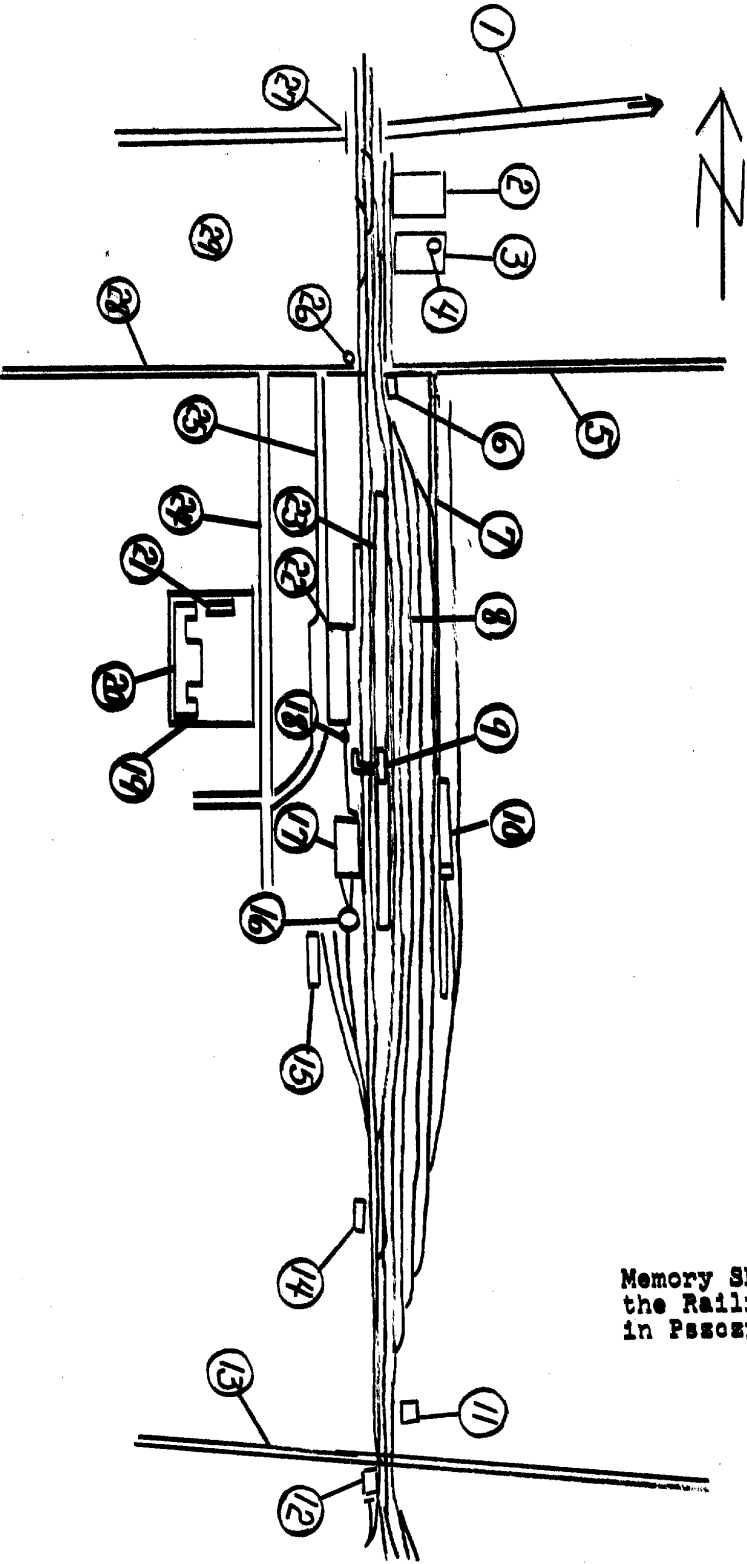
9. Passenger Platform - Concrete, 100mx6m. There was a sheet iron roof supported by steel pillars covering the platform.
10. Railroad Storehouse Area - Several buildings, barracks type. No further information.
11. Viaduct under the Railroad Tracks - Concrete construction, 30mx3m. Only for pedestrians.

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Overlay on GSGS 4416
Sheet T-13, 1:100 000
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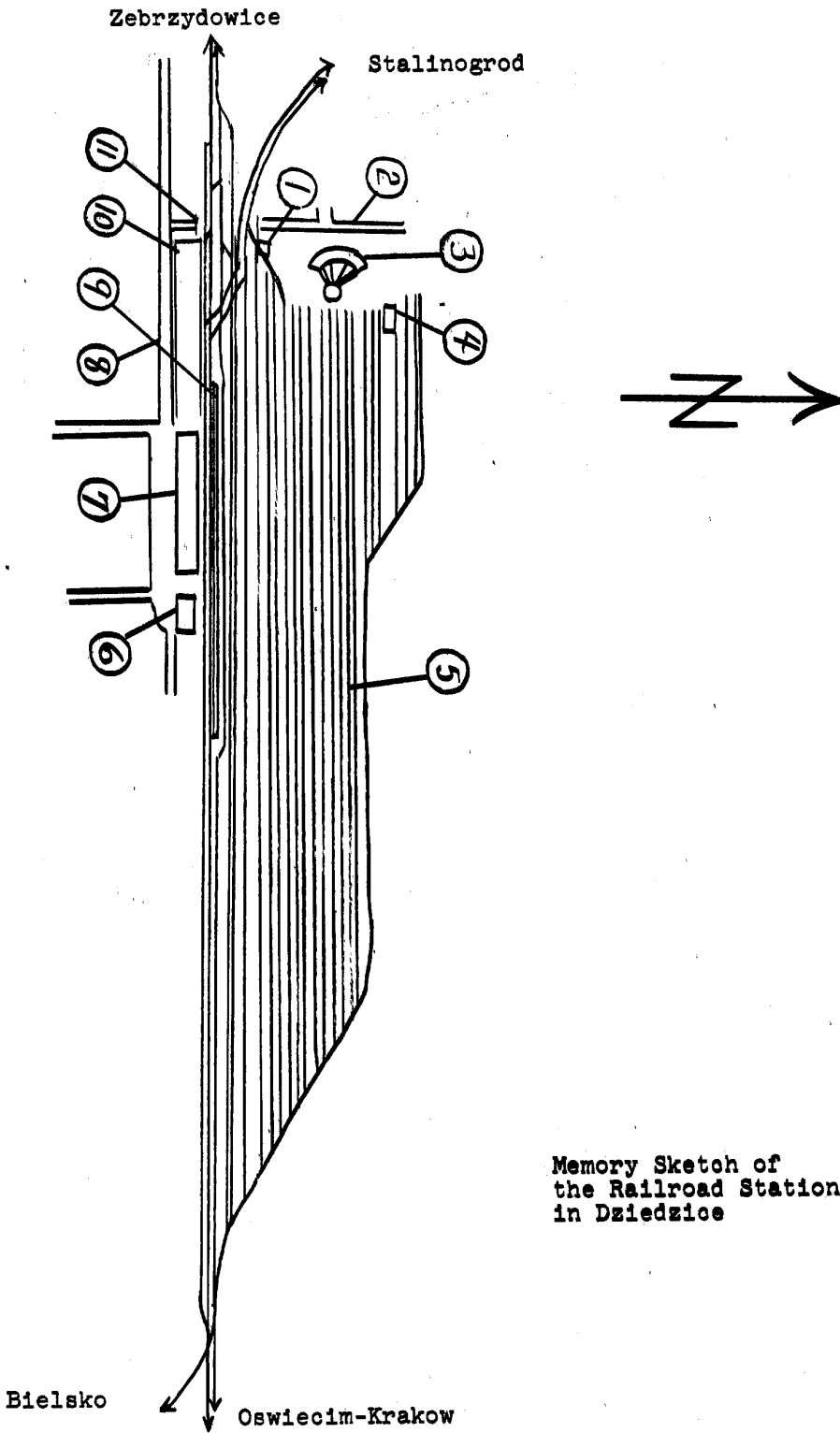
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Memory Sketch of
the Railroad Station
in Pssczyna

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